

## SAILING RECORDS TO SAN FRANCISCO

Closely related to the history of the early intercoastal trade is the topic of sailing vessel time between East and West Coasts. Traditionally the westbound voyage, since it was the greater revenue producer and since it involved the beat to windward around Cape Horn, has received more emphasis, and the time from Boston or New York to San Francisco was the yardstick by which American sailing vessel performances were compared.

We have shown elsewhere (*American Neptune*, 1943, p.56) that average times for this voyage were 136 days in 1880 and 147 in 1900. We showed also (*ibid.*, 1948, p. 151) that both the size and the model of a vessel had a good deal to do with her speed on this voyage, the larger vessels having a definite advantage. The figures for arrivals at San Francisco from the East during the '50's support this conclusion quite well, as the following table shows:

Year	Average Av.		Average Av.	
	Tonnage	Days	Year	Days
1852	760	151	1856	1214
1853	750	155	1857	1210
1854	940	143	1858	1089
1855	1133	129	1859	1114

Clark and Lubbock have listed the best four cases, the best figure for a month is 30, 31, or 32 days better than the average. and later, and additional data can be found in Cutler and Howe & Matthews. It is a striking fact, and proof of the superior qualities of the clippers and the men who ran them, that 18 out of the 21 passages made in less than 100 days were completed in the 1850's. (This circumstance has also been conveniently overlooked by those who today dismiss as impossible the 400-mile day's runs recorded by the clippers of the 1850's on the grounds that later sailing vessels never reached such speeds.)

Equally striking, and hitherto overlooked, is the fact that 13 of these 21 runs were made by ships arriving in the quarter including the month of March (which alone accounted for 9 of the two-figure passages). A tabulation by months of the 1850-1860 voyages listed by Cutler in the appendix to "Greyhounds of the Sea" shows that the average time for December arrivals was more than two weeks longer

than for April.

Projected against this background, the individual record runs to San Francisco take on new significance. The following table gives first the average time (as computed after Cutler), then the name of the ship making the fastest known arrival for the month, the year, the number of days in the record, and finally the difference in days between the record for the month and the average:

Jan	131	FLYING FISH	(1853)	92	39
Feb	123	SWORDFISH	(1852)	91	32
Mar	122	ANDREW JACKSON	(1860)	90	32
Apr	120	FLYING CLOUD	(1854)	89	31
May	126	SWEEPSTAKES	(1856)	95	31
June	127	FLYING CLOUD and RED ROVER	(1855)	106	21
July	127	SEA WITCH	(1850)	97	30
Aug	129	FLYING CLOUD	(1851)	90	39
Sep	131	HURRICANE	(1854)	99	32
Oct	131	CELESTIAL	(1852)	105	26
Nov	134	SOVEREIGN OF THE SEAS	(1852)	103	31
Dec	135	FLYING FISH	(1855)	105	30

Some interesting things emerge from a study of these figures. Record-setting began in 1850, and all but one of the monthly records had been set by 1856. In all but two cases (June and October) the records are appreciably closer to the averages but in the other two cases they are 39 days better than the averages. Therefore the 92-day run by FLYING FISH in January and the 90-day record by FLYING CLOUD in August are each a solid week better than any of the other runs. (Interestingly, FLYING CLOUD's arrival date was 31 August, and if

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she had taken a day longer and arrived on 1 September in 91 days her time would have been a full 40 days better than the September average.

This maiden voyage of FLYING CLOUD, an untried ship on an unfamiliar route, has been overshadowed by her later April arrival and by a great cloud of small-town chauvinism and quibbling over "evidence" designed to magnify the March arrival of ANDREW JACKSON (on her fifth voyage) out of all proportion to its significance.

However, when the influence of season on the intercoastal passage is properly evaluated, two great sailing ship performances stand out. One is that of Captain Cressy in FLYING CLOUD, who in five trips to San Francisco, arriving in five different months, established the all-time record for three of the months, the best time for any month, and one of the two records for shorter-than-average runs. The other is that of Captain Nickels in the FLYING FISH, holding the other record shorter-than-average run, two monthly records, and an average in seven consecutive arrivals of 25 days below average time for the month. All seven arrivals were in December, January, or February: had they been better distributed, FLYING FISH conceivably could have captured as many monthly records as FLYING CLOUD.

Captain Williams in the ANDREW JACKSON, on the other hand, set only one monthly record and on his first five voyages averaged only 18 days better than monthly averages, compared to Cressy's 26 in FLYING CLOUD.

We mentioned on p.49 a few of the early fast runs to California. If the figures on p.182 of Adele Ogden's "California Sea Otter Trade" are reliable, the 369-ton Boston hide-trader CALIFORNIA set the first record for this run. She is listed as leaving Boston under Captain James P. Arther on 4 Dec. 1844 and arriving at Monterey 16 March 1845, which would give a time of 102 days. This fast time seems almost incredible, but as March is the arrival month in which most fast passages to California were made, an element of probability remains, and it appears worth while for someone to make the effort to check these dates.

Not until 1850 was this time lowered for the run. The best 1849 runs were by GREY EAGLE, 117 or 113 (net) days, and GREYHOUND, 119 or 116. The brig EAGLE arrived in March 1850 in 106 days. SEA WITCH's 97-day run, ending in July 1850, was the first to beat 100 days.

#### THE INTERCOASTAL TRADE 1860-1869

The decade of the sixties, as far as the intercoastal trade was concerned, was dominated by two great events: the Civil War from 1861 to 1865 and the building of the transcontinental railroad, which was completed in 1869. Continuing the table on p.50, the following figures show the effect of these influences on vessel arrivals at San Francisco from the East:

Year No.	Total tonnage	Total freight \$	Average tons	Av. frt.
1860	115	131,143	2,512,243	1140 \$19
1861	104	119,573	2,513,763	1150 21
1862	100	116,808	2,332,385	1170 20
1863	103	114,337	2,851,896	1110 25
1864	114	118,685	3,759,890	1040 32
1865	83	89,795	3,324,381	1080 37
1866	83	89,795	2,555,973	1080 28.50
1867	126	142,749	2,791,526	1130 19.50
1868	125	135,856	3,309,617	1085 24.40
1869	146	160,918	3,942,722	1100 24.50

These figures tell a number of interesting stories. One is that the average size of the ships used in the trade had remained virtually constant since 1855. It is possible to follow this observation much farther and show that many of the ships used in the trade up to 1869 had been built before 1857. For, contrary to the popular opinion that the clippers soon wore out, the facts show that a great many of them, having earned a good name among shippers, remained active in the intercoastal trade until after the opening of the transcontinental railroad. Most famous of these were DAVID CROCKETT and YOUNG AMERICA, but many others could be cited.

The influence on American shipping of the ALABAMA and other Confederate raiders is clearly shown by the figures for number of sailings compared to freight rates. A sharp increase in freight rates for 1864 was followed by another increase in 1865 despite a decreased number of sailings. By this year, hundreds of American square-riggers had been transferred to foreign flags, either by outright sale or as "flags of convenience;" in either case they were no longer eligible to engage in the inter-coastal trade. The latter then as now was considered a coasting trade and strictly reserved for American ships.

The increase in the volume of cargoes after 1866 without corresponding increase in freight rates reflects partly an increase in shipbuilding (production of ships and barks, which declined to 60 in FY 1862, rose to an average of just over 100 per year for the next 5 years) but is probably

mostly due to the impact of the railroad construction. The increased tonnage was largely in low-freight items such as rails, spikes, car-wheels, and fish-plates, and since it was all being dispatched by a single shipper with tremendous resources there was none of the scramble for shipping space that would have accompanied the forwarding of such a volume of material by a number of competing, independent firms. On the contrary, from the very first the railroad managed to obtain the upper hand in dealing with the shipowners. Cleland's "History of California" tells how C.P. Huntington (vice president of the Central Pacific RR) bought 66,000 tons of rails in the East in 1866 and then euchered E.B. Sutton out of charters for 23 ships, which carried 45,000 tons of rails at a saving to the railroad of at least \$10 a ton in freight.

The Central Pacific during this decade had not yet turned its attention to the Pacific Mail SS Co., which operated in close association with the Panama RR and Atlantic lines to provide a through freight, passenger, and mail service to and from the East. The following table shows the freight earned by steamers from Panama to San Francisco during the decade. (Some Central American cargo in small sailers and perhaps some goods shipped from Europe via the Isthmus are included, at least in some years; but we believe the freight on these items represented only a small fraction of the total.)

Year	Total freight	Year	Total freight
	\$		\$
1860	503,020	1865	1,850,663
1861	909,940	1866	1,894,335
1862	1,055,594	1867	2,252,135
1863	2,116,241	1868	2,768,783
1864	2,238,646		

Freight rates averaged considerably more for the dry goods, boots and shoes, candles, oysters, lemons, butter, cheese, and tobacco that came by steamer than for the heavier, cheaper, and less perishable articles that went around Cape Horn in sail, and by 1866 steamers were collecting more freight at San Francisco from New York than were sailers. However, the total freight on sail shipments from all the Eastern ports was well ahead of the steam total, thanks to the arrivals from Boston, Baltimore, and Philadelphia; and of course the total sail cargoes were much greater in volume. Wright in "San Francisco's Ocean Trade" gives total sail cargoes for 1869 from the East as 273,600 tons, where- as the Pacific Mail probably hauled not

than 60,000 tons in its best year (36 arrivals in a year averaging 1,500 tons of cargo each would be only 54,000 tons).

Sailings were increased from 2 to 3 per month in 1860, and beginning in 1865 the Pacific Mail operated steamers on the Atlantic in the New York-Aspinwall service, as well as on the Panama-San Francisco run. There was competition again on the Nicaragua route beginning in 1862, but it was only for passengers until November 1867 when the competing North American SS Co. began to run via Panama also. In February 1868 the North American gave up the Nicaragua run to concentrate on Panama, and in April the Pacific Mail stepped up its schedule to weekly. By November, the North American gave up, and in January 1869 the Pacific Mail went back to its 10-day schedule.

During 1868, freight earned at San Francisco by the North American was \$403,106, compared to \$2,365,677 by the Pacific Mail.

The Isthmus steamers were responsible for a unique way of doing business in San Francisco. "Steamer day," the business day before the scheduled departure of the steamer for Panama, was for decades the day for settling debts. A unique short-credit system thus developed, which was maintained well into the 20th Century, long after daily overland mail service (and daily passenger service East for skipping debtors) had become available. The weekly sailings in 1868 were thus objected to, just as they had been in April, May, and June 1853.

The figures on eastbound cargo carried via the Isthmus are not easily available. Some high-value California produce began to be sent this way early in the 1860's. By 1863 it was reported that wool (in demand in the East for uniforms and blankets) was going partly by steam, "the saving in time and interest ample inducement to counterbalance extra freight and charges." Bullion, of course, was shipped almost exclusively by steamers. After the westbound steamer ARIEL was detained by Semmes in the ALABAMA off Cabo Maysi in December 1862, there was concern over the possibility that an eastbound shipment might fall into Confederate hands, and from early 1863 until January 1865 most of the treasure was carried from Aspinwall to Liverpool by the Royal Mail Steam Packet vessels and thence to New York by Cunard.

Wells, Fargo & Co. of San Francisco, who handled much of the specie shipments to the East, also operated a westbound express service via the Pacific Mail steamers, issuing their own bills of lading. In Septem-

ber 1866, Wells, Fargo & Co. became sole freight agents for the Pacific Mail, a change generally accepted in San Francisco p. 74 will yield average freight rates for an improvement, and, as the table on p. the year. This computation gives \$11 per 75 indicates, business improved. In 1867 ton or  $27\frac{1}{2}$  a foot for 1860, \$12.50 or 31¢ the line carried 27,819 tons of freight to San Francisco, with a total value of \$11,289,044. The estimated 240,000 tons of merchandise imported from the East in sail was valued at \$17,198,204.

In Fiscal 1869, which ended just 40 days from 55¢ to 30¢ in 1865; the average comes after the Central Pacific RR was completed, out as \$22 or 55¢ for the year. In 1866 the Pacific Mail carried \$4,045,035 worth of cargo East. Imports during calendar 1869 were valued at \$37,181,209 by the overland and isthmus routes combined, and only \$13,984,201 worth came via Cape Horn in sail. Thus in 1867, westbound steamer cargoes were worth \$405 a ton, while sail cargoes were valued at only \$71 in 1867 and dropped to \$51 in 1869.

There are good figures on total east-bound cargoes during the decade. In 1858, California produce to the value of \$1,328,884 went East; in 1859 the value was \$1,315,562 in 14 cargoes. The following table gives data for the following decade, with quantities of some of the main commodities:

	1860	1861	1862	1863	1864	1865	1866	1867	1868	1869
Total value, \$1000's	2,382	1,974	3,452	4,310	5,243	5,807	5,635	6,715	8,618	5,658
Number of sailings	19	18	22	15	17	23	35	43	49	19
Total tonnage, 1000's	26.25	25.11	24.54	16.89	19.71	25.19	34.37	41.15	54.38	24.71
Hides, 1000's (to N.Y.)	200	181	274	239	238*	230	140	90	74	109
(to Boston)			48	74	97*	100	28			
Total wool, 1000 lb.	2,980	3,411	4,776	5,182	5,916	6,550	4,662	7,058	13,226	13,748
(to Boston in sail)	--	308	2,002	1,949	608	998	607	295**	49	10
(to N.Y. in steam)			?	2,116	?	3,859	2,866	?	11,241	11,030
Flour, 1000 bbl	--	--	--	--	--	--	3 $\frac{1}{2}$	248	136	23
Wheat, 1000 sacks (N.Y.)	204	18	--	--	--	284	551	957	136	
(to other ports)	--	--	--	--	--	--	80	135	122	--
Barley, 1000 sacks	15.8	200	10.6	6.1	4.8	42.2	31.2	18.5	70.6	180.6
Quicksilver, flasks	400	625	2,615	124	1,498	6,320	3,800	2,900	4,500	1,500

\*2,700 hides to New Bedford in 1864. \*\*25,000 lb wool to Philadelphia in 1867

A sack of wheat or barley is 100-lb; a flask of quicksilver 75 lb net, 90 $\frac{1}{2}$  gross.

Virtually all the flour and barley went to New York, but in the late '60's considerable wheat was shipped to Philadelphia and Hampton Roads. A small direct trade was also carried on with New Bedford, with what lower, in view of the lower offerings, whale oil and bone east and whalers' supplies west.

Information on intercoastal freight rates is not as available from the 1860's as it was from Gold Rush times, when variations in clipper rates were front-page news. If we can neglect the change in ton-lead. Quicksilver was \$1.75 per 100 lb and age laws of 1864 and assume that the factor of 170% of the register tonnage applied

throughout the decade, then dividing 1.7 into the right-hand column of the table on p. 74 will yield average freight rates for an improvement, and, as the table on p. the year. This computation gives \$11 per ton or  $27\frac{1}{2}$  a foot for 1860, \$12.50 or 31¢ for 1861, \$11.70 or 29¢ for 1862, and 36¢ or \$14.50 for 1863. In August 1864 the bark PARSEE was getting 60¢; the year's average is 47¢ or \$18.75. The "Alta" for Jan. 1866 notes that clipper rates fell

In Fiscal 1869, which ended just 40 days from 55¢ to 30¢ in 1865; the average comes after the Central Pacific RR was completed, out as \$22 or 55¢ for the year. In 1866 the average is \$16.75 or 42¢, and the C.P. RR deal already described brought the 1867 average down to \$11.60 or 29¢, with the DAVID CROCKETT in Sutton's Line getting 35¢ a foot or 1¢ a pound and a smaller vessel accepting 7/8¢ for steel plate. In 1868 the COLDSTREAM got 40@45¢, 1 $\frac{1}{4}$ ¢ per lb, and \$1 for a keg of nails; the average is 36¢, which is also the average for 1869, although there was a considerable drop at the end of the year, which tended to shift the better class of goods to the Isthmus and later to the railroad.

Steam freights seem to have been uniformly 4¢ per lb or \$1.65 per foot west-cade, with quantities of some of the main bound throughout most of the decade, with

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(to be continued)

## THE LAST VOYAGERS IN SAIL IV.

by James R. Mills

HUTTON, W.M., "Cape Horn Passage," 157 pp.; ill. Blackie &amp; Son, London, 1934.

This is another of the rash of literary efforts to come out of the 1934 grain race.

The ship is the Erikson four-masted bark

VIKING, from Port Victoria to Falmouth in 138 days. The author looked over L'AVENIR and WINTERHUIDE in Port Germain before he went up to take passage in VIKING. It seems a pity he did not go in one of those two, as it would have been interesting to compare his account with "White Sails Crowding," or "Alow and Aloft."

The author must surely have been the only chief engineer carried by one of the Finn sailors. He had served in steamers in that capacity and so signed VIKING's articles. Although he had spent a short time in GARTHPOOL he did not seem to have much knowledge of sail. His book would be better in the minds of most readers were it not for the fact that Commander Butlin was writing his viewpoint as a passenger in L'AVENIR at the same time and comparisons are unavoidable.

Mr. Hutton is neither such a good observer nor as good a listener. He is more occupied with trivia, too, lucky numbers, and efforts to be too clever. His characterization of the Captain, Ivar Hagerstrand, though occasionally peevish, is a high point. His impatience with Captain Hagerstrand's attempts to get a little honest labor out of him for a few minutes at a time is amusing, although serious indeed to the chief engineer.

This is really too short, being much the shortest of the Cape Horn books. Mr. Hutton had a different way of looking at sailing ship life from anyone else who wrote of it. He seemed to be more the common man than the others of this century, most of whom were quite extraordinary.

THESLEFF, Holger, "Farewell Windjammer," 236 pp.; ill. Thames & Hudson, N.Y., 1951.

This is nothing if not a novel book. The author sailed in PASSAT to Australia and home in 1949, her last voyage under the flags of Finland and Erikson, as a first-voyage apprentice out and as third mate homeward. The ship was 102 days on the way from Port Talbot to Port Victoria: surely the shortest period of training ever received by any mate of any four-masted bark in the history of the world's merchant sealines. The outward passage was uneventful—it is a good example of contemporary Pen-

ful in the extreme. There was practically no sail handling through the length of the Atlantic, and the ship was not tacked until in Australian waters, when the soon-to-be third mate had to ask another boy what it was all about.

The run home to Queenstown took 110 days and PASSAT was winner of the last "grain race." Her adversary, PAMIR, was very foul and took 127 days. It is surprising that PASSAT was no longer considering the state she was in. In the Tasman Sea her main upper topgallant yard crumpled near the starboard yard arm. There could not have been a great deal of strain on it in comparison with what the lower and topsail yards would have to stand, and Captain Hagerstrand must have been a thoroughly worried man. The hands were inexperienced, inept, and unfitted to the life. There were those who refused to go aloft. Some kept their night watches in the galley. Few seemed to be of much use in the rigging. Seamanship was unknown to them. They were at home in philosophical discussions and in lamentations concerning the frequency with which Bach's "Toccata and Fugue" is heard.

The weakness of this book is probably more obvious than severe. This long-haired mate of a long-haired crew is very much the sophomore in literary styling as well as reflections. This is not a book about seamen or seafaring life, as Alan Villiers points out in the preface. The translator did well in creating effective sentences but he does not beat many good paragraphs together. The result is that it is a hard story to read at any length. The fault is no doubt partly Mr. Thesleff's as well.

This is a thoroughly accurate, if rather unsympathetic, account. It stands as a monument to that fine old veteran, Captain Ivar Hagerstrand, who did a magnificent job with ship and crew, and who is all but unmentioned.

## \*\*\*\*\* THE NAVY'S NEW FLAG

The old seal of the Navy Department has been redesigned and used as the basis for a flag for the Navy, which hitherto has carried an unimaginative fouled anchor on a diamond as its standard in parades and such festivities.

The seal, as adopted in 1798, had an anchor, a spread eagle, and a full-rigged ship. The text of the Executive Order of 23 Oct. 1957 which established the present seal, is worth quoting at some length, as

tagon heraldry. Footnotes are ours.

"...the design...is described in heraldic terms<sup>1</sup> as follows:

"On a circular background of fair sky and moderate sea with land in sinister base, a three-masted square-rigged ship<sup>2</sup> under way before a fair breeze with after topsail furled<sup>3</sup>, commission pennant atop the foremast, National Ensign atop the main, and the commodore's flag<sup>4</sup> atop the mizzen<sup>5</sup>. In front of the ship a Luce-type anchor<sup>6</sup> inclined slightly bendwise<sup>7</sup> with the crown resting on the land and, in front of the shank and in back of the dexter fluke, an American bald eagle rising<sup>8</sup> to sinister regarding to dexter, one foot<sup>9</sup> on the ground, the other resting on the anchor near the shank; all in proper colors<sup>9</sup>. The whole within a blue annulet bearing the inscription 'DEPARTMENT OF THE NAVY' at the top<sup>10</sup>...etc."

1. A seal cannot be described in heraldic terms. A coat of arms (which can be so described) can be incorporated into a seal, but the horse has to come before the cart.

2. There are lots of varieties of full-rigged ships, and a qualifying date, such as "of the period 1795-1800" should have been added.

3. By "after topsail" is meant mizzen topgallantsail. There is no heraldic precedent for misnaming sails.

4. The U.S. Navy has used various flags to denote the rank or post of commodore, but usually a broad pennant (not a flag) has been the distinguishing mark. A commission pennant should not be carried at the same time as a broad pennant; but the mistake was made on the 1798 seal.

5. "Atop the mizzen" etc. would be both clearer and more seamanlike as "at the mizzen truck" etc.

6. There is no such thing as a Luce-type anchor. There were several editions of Luce's "Seamanship" (which must be what the authors had in mind), which pictured numerous kinds of anchor. What is obviously intended is "a wooden-stocked anchor of the same period as the ship."

7. The original showed the ship heeled slightly to port with a fair breeze. In the modern push-button navy, it is impossible to conceive of a ship as anything but dead vertical, so the anchor, which used to be vertical, is now cocked to the left.

8. An eagle's claw ought to be called a talon in heraldic language.

9. "all proper" is better heraldic terminology.

10. This is the main change on the seal, which used to read "NAVY DEPARTMENT."

The Navy's flag was established by Executive Order of 24 April 1959. It is dark blue, with yellow fringe. In the center the "inner pictorial portion of the seal of the Department, in its proper colors within a circular yellow rope edging," and below is a yellow scroll inscribed UNITED STATES NAVY in dark blue letters. The overall dimensions are 4' 4" x 5' 6".

Unfortunately, according to the flag design that has been released, somebody has left out the land in the foreground. The anchor is now mysteriously suspended in midair, and the poor old eagle, in addition to being cocked bendwise through no fault of his own is now depicted as clawing frantically for better support with his dexter talon.

We hope someone will take sympathy on this poor bird, remembering that he is nearly extinct south of Canada, and do the right thing by him.

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#### SAILING SHIP NEWS

ANA MARIA, Port.3m.sch.(built Dundee 1873 as ARGUS). 8 Sept.abandoned 200 mi SE of Cape Race. Crew rescued by a Spanish trawler.

ERNESTINA, Port.aux.sch. 27 Sept.arr Providence, R.I., 39 d from Cape Verde Is. No passengers; cargo of tapioca, tobacco, beans, and corn.

JUAN SEBASTIAN DE ELCANO, Span.aux.4m.T/S sch.(Naval training ship). 5 May 1958 arr Norfolk. Prince Juan Carlos de Bourbon among her 71 cadets. 27 April had been spoken by SS ANCON 350 mi E of Jacksonville, Fla.

LABRADOR, Port.aux.3m.sch.(built Korsør 1919 as SKJOLD). 26 Aug.abandoned on fire off Cape Race; crew picked up.

LEVIN J. MARVEL, 3m.sch. Sunk in hurricane in Chesapeake Bay 14 Aug.1955. Owner sued June 1958 in Federal Court at Baltimore for \$169 cost of maintaining buoys at the wreck for 7 months.

OTAGO, hulk; ex bark built 1869 at Glasgow. Was Joseph Conrad's first command in 1888; hulked at Hobart, Tas., 1912; had been idle for 20 years or so. Nov. 1957 being scrapped at Hobart.

SEDOV, Russ. aux.4m.tr.bk. Was at Dakar 3 to 5 April on a 3-month IGY cruise; returned to Kaliningrad in early June.

SANTA IZABEL, Port.aux.3m.sch (built at Aveiro in 1929 and engined 1932). Oct. founded near Azores.

## BOOK REVIEWS

Trott, Harlan, "The schooner that came to substitute "mile" for "league" or "east" home," xiv, 117 pp.; 52 ill.; index. Cor- for "west."  
nell Maritime Press, Cambridge, Md. \$3.50. Identification of topography from descrip-

The three-masted baldheaded schooner *C.tion* is a notoriously unrewarding pastime. A. THAYER, built on Humboldt Bay by H. D. Any student of the Vineland question can Bendixsen in 1895, was sailed from Puget Sound to San Francisco in September 1957 apart as New Jersey and Labrador that agree to be preserved by the State of California with the saga descriptions, and the Bahamas as part of a maritime museum. This book, are no better in this respect. The famous by a San Francisco newspaperman with a long nautical background, who was a member of the volunteer crew on that historic trip, is both a history of the schooner and a first-hand account of the voyage. beach rock, broken into natural cubes, upon which Professor Morison sets so much store in his identification of Watling, is found all over the Bahamas according to surveyors and geologists with which we have discussed

Drawing on the historical material collected by the San Francisco Maritime Museum (whose Director, Karl Kortum, another Morison has also made much of a single run veteran seaman, took the photographs of along shore, where the distance as recorded the voyage that illustrate the book), Mr. by Columbus agrees with a guess as to the Trott has included fascinating glimpses length of his mile; however, as every sea-of the schooner's long history and of manyman knows, currents greatly affect the individuals that were associated with her.speed-distance problem and a single obser-  
vation of this nature is not reliable.

LINK, Edwin A. and Marion C., "A new the- Trial trips are always run in both direc-  
ory on Columbus's voyage through the Bah-a-tions over a measured mile course.

mas," v, 45 pp.; 10 ill.; chart. Smithsonian Misc. Coll. v.135, no.4; Washington, 1958. (Smithsonian Pub. 4306). It is unlikely that any new manuscript material will come to light to assist in the landfall problem; however useful re-

Renewed American interest in the probable search can still be accomplished in two problems of Columbus' landfall was engendered later areas. One is the examination of in 1954 by the publication of Captain Verhoog's theory concerning Caicos in the Bahamas, when some of the islands were revisited S. Naval Institute Proceedings (see also by men who sailed with Columbus. The other American Neptune for April 1959). The is a study of the Indian names of the islands, who (like Professor Morison) have lands (faithfully recorded by Columbus). resailed Columbus' courses, agree on Cai- This second approach is most likely to prove as the first landfall but disagree as to new clues as to the identity of Guanahani and its neighbors.

Captain Verhoog chose Caicos by retracing the subsequent route in reverse order, the work of the Links can hardly be said to confirm his theory.

The plain fact of the matter is that 1958. \$6.00.  
the problem is indeterminate if it is to This is a well-balanced, excellently  
based only on the surviving writings of written guide to the history and present  
Columbus and his associates. The original state of development of the narrow sandspit  
manuscript logs have not survived, and the that lies between the coastal sounds of  
printed versions suffer both from type- North Carolina and the open Atlantic. The  
graphical errors and from the ambiguities author, in "Graveyard of the Atlantic,"  
of conventional Spanish style of the per- has already told of the numerous shipwrecks  
iod. A further difficulty is the use of in the area, and this book covers all the  
both the mile and the league (4 miles) in other aspects of the region, which is rapid-  
expressing distances, and the fact that ly being developed into one of the major  
the Spanish words for east and west are summer playgrounds of the Middle Atlantic  
very close in spelling. Choosing a land-Coast.

fall thus becomes a game of deciding where to accept the texts as printed and where by Frank Stick, but unfortunately lacks any photographs.

RIESENBERG, Felix, Jr., "The story of the development and progress of the Naval Academy," xiv, 176 pp.; 21 ill.; index. Random House, N.Y., 1958. \$1.95. fortunes of each of the significant shipyards in the region.

Intended for boys of high school age, this is a quick resume of the history and present status of the U.S. Naval Academy at Annapolis. The author is not a graduate himself, but he has a brother who is. Pen drawings by William M. Hutchinson supplement the photographs.

BERGENS SJØFARTSMUSEUM, Årshefte 1957, 36 pp.

The chief article in this issue of the yearbook reprints two early Bergen ship lists, one of 1692-98 and the other of 1734.

PHILLIPS-BIRT, D., "The naval architecture of small craft," xvi, 351 pp.; 167 figs.; index. Philosophical Library, N.Y., 1957. \$15.00.

Although this work is primarily intended to provide an understanding of the basic principles involved in the design of modern small craft, much of the fundamental theory applies also to small craft of the past and to contemporary vessels of all sizes. Except for a short chapter on materials (completely up to date with plastics and light metals) it is concerned with the shapes of boats rather than how they are put together.

There is a chapter on sail, which will repay careful study by anyone interested in getting into the argument concerning the speed of clipper ships. Another chapter discusses the combination of sail and power.

The author is a recognized authority in his field and writes clearly and authoritatively. This book is highly recommended as a source of information.

TYLER, David B., "The American Clyde; a history of iron and steel shipbuilding on the Delaware from 1840 to World War I," xi, 132 pp.; index. Univ. of Delaware Press, 1958. \$5.00.

The Delaware iron shipbuilders mostly started as boilermakers or car builders, only the Cramp firm succeeding in making the conversion from wood shipbuilding to iron. Although a great many other areas in America, including Maine, Virginia, the Gulf, and the Pacific Coast, can show a long history of steel shipbuilding, the Delaware has managed to keep national leadership in the industry. Professor Tyler has written a well-balanced account

COLES, Adlard, and D. Philips-Birt, "Sailing yachts; types and classes."

FISHER, John, "Sailing dinghies," index.

FISHER, John, "Starting to sail." 64 pp.; ill. John de Graff, Inc., N.Y., 1958. Each, \$1.25.

These three handy little volumes are the first of the Bosun Books, "produced to meet the demand for authoritative and accurate handbooks on all aspects of sailing." This they do quite well. The language is British, but the subject matter is truly international.

"Merchant vessels of the United States, 1958 (including yachts)," v, 1019 pp. Same, 1959; v, 1045 pp. Government Ptg. Office, Washington, 1958, 1959; \$6.25 ea.

This publication is now current (and in fact is coming out more often than LOG CHIPS). The growth in size seems to be due chiefly to increases in numbers of barges and industrial structures.

"Merchant ships: world built; vessels of 1000 tons gross and over completed in 1957 with Part II for ships of under 1000 tons gross," 268 pp.; ill. John de Graff Inc., N.Y., 1958. \$7.00.

This handy series has now reached its sixth volume. There is a complete alphabetical register of the ships over 1,000 tons, many of which are illustrated.

LUBBOCK, Basil, "The romance of the clipper ships (selected from 'Sail')," 160 pp.; 6 color ill. by Frank Mason; index. Macmillan Co., N.Y., new ed. 1958. \$3.95.

The publishers have selected biographies of some 40 of the best-known ships from the three volumes of "Sail," and have illustrated them with six new paintings. A much better idea would have been to provide black and white reproductions from actual photographs of all 40.

RIESENBERG, Felix, Jr., "The vanishing steamer," 224 pp. Westminster Press, Philadelphia, 1958. \$2.95.

Another book for boys of high-school age, this is a rip-snorting yarn of adventure and intrigue in Gulf of Mexico waters. The hero is a lad about to enter the Naval Academy, and he helps capture a gang of subversives.

## SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1875

Cole Brothers, Willington Quay, Newcastle-on-Tyne

LUCY COMPTON I Bktn 345 Charles Tully &amp; Co., Newcastle.

PECKHAM I Bktn 346 Charles Tully &amp; Co., Newcastle. Lost 27 Jan. 1881.

Palmer's Shipbuilding &amp; Iron Co. Lim., Newcastle.

HURUNUI I Ship 1054 New Zealand Shipping Co. Lim., London.

1895 HERMES Robert Mattson, Mariehamn. Torpedoed 4 May 1914.

ORARI I Ship 1054 New Zealand Shipping Co. Lim., London. Scrapped 1910.

OTAKI I Ship 1053 New Zealand Shipping Co. Lim., London.

1892 DR. SIEGERT F. Henschen &amp; Co., Bremen. Wrecked 1895.

WAIPA I Ship 1057 New Zealand Shipping Co. Lim., London.

1895 MUNTER Br. Bjørnstad, Sarpsborg, Norway. Missing 1911.

WAIROA I Ship 1057 New Zealand Shipping Co. Lim., London.

1895 WINNIPEG C. Zernichow &amp; O. Gotaas, Kristiania. Missing 1907.

Wigham Richardson &amp; Co., Neptune Works, Low Walker, Newcastle

ADELAIDE I Bark 712 John Brunton &amp; Co., North Shields. Missing 1884.

S.P. Austin &amp; Hunter, Sunderland

EMILY CHAPLIN I Bark 777 Moran &amp; Sanderson, Hull. Wrecked Oct. 1892.

LOMBARDIAN I Bark 760 John Tweddell Jr., Stockton.

1891 VILLE DE REDON E. Mabon, Nantes. Missing Feb. 1895, Fecamp-Cardiff.

Bartram, Haswell &amp; Co., South Dock, Sunderland.

CASTLE HOLME I Ship 1042 Hine Bros., Maryport.

1908 ESTER Anton H. Mysen, Fredrikstad

1916 TEREN Sejlsk. Red. Volante (V. Müller), Copenhagen

1922 TÄRNAN E. Forsberg, Karlskrona. Wrecked 18 Dec. 1924.

CLAN CAMPBELL I Bark 749 Thomas Dunlop &amp; Sons, Glasgow. Wrecked 17 Jan. 1881.

EDEN HOLME I Bark 818 Hine Bros., Maryport. Wrecked 1907, Bass St.

MYRTLE HOLME I Ship 945 Hine Bros., Maryport.

1906 GLIMT Joh. Klöcker, Arendal. Sunk by U-Boat 4 Sept. 1915.

J. Blumer &amp; Co., Sunderland

SCOTTISH CHIEF I Bark 682 D. Park, Sunderland. Ended as barge, Italian flag;

broken up 1923.

John Crown, Sunderland.

EUPHONY W Bark 377 Captain John Ditchburn, London. Founded Dec. 1886.

IFAFA W Bark 384 J.T. Rennie, Aberdeen.

1889 UNION Larcheveque, St. Valery. Lost 19 Nov. 1893.

PENSHAW W Bark 755 builder. Lost 19 Feb. 1893, Philippines.

William Doxford &amp; Sons, Sunderland.

ABBEY COWPER I Bark 726 J. Hay &amp; Co., Liverpool. Wrecked 4 Jan. 1885.

AIKSHAW I Bark 596 Edw. Wm. Tyson, Maryport. Wrecked 24 Dec. 1891.

ANTOFAGASTA I Bark 709 Tomlinson, Hodgetts &amp; Co., Liverpool.

1897 ANNA A. Jaccarino, Castellamare. Broken up Feb. 1908.

DELSCEY I Bark 704 Shalcross &amp; Higham, Liverpool.

VIDONIA Mertz, Decker &amp; Co., Hamburg. Ashore 1907; scrapped.

JAMAICA I Bark 718 R. Denniston &amp; Co., Glasgow.

1908 CAROLINA P. Vidal, Montevideo. Founded 15 Feb. 1915.

LILLIAN MORRIS I Bark 806 Thomas Beynon, Newport, Mon.

PASQUALINO G. Mazella, Naples. Hulked 1912.

1917 PAYSANDU (aux. 3m. sch.) Gonzalez y Sioli, Montevideo

1919 IBAIZBAL Hernandez, Menderichaga &amp; Co., Bilbao.

1924 MARIA LUIZA J. Rodrigues Onegles, Las Palmas. Scrapped 1930, Italy.

MOUNTAINEER I Ship 1537 G. N. Gardiner &amp; Co., Liverpool. Burned Oct. 1886.

ANN LESSLIE	W Sch	106	James Gardner, Sunderland
LIZZIE BARRY	W Bark	526	P.L. Smith, Lerwick
1887 LUZ			J.H. Barry, Whitby
MAID OF ALN	W Bark	518	Cia. Esplotadora de Lota y Coronel, Valparaiso.
			W. Davison & Co., N. Shields. Founded Sept. 1886.

BAYADERE	W Bark	212	Gibbon & Son, South Hylton, Sunderland
CAMPANERO	W Bktn	361	A. Levive, Dunkerque
GEORGE WATSON	W Bark	795	Foulds & Bone, Greenock.
GRANVILLE	W Bktn	341	Geo. Watson, Sunderland. (See p. 84)
KEZIAH P.	W Bktn	469	J. Davies & Co., Swansea. Lost 5 June 1885.
1876 ANN CHADDOCK			R. Chaddock, Liverpool. Stranded Feb. 1877.

Gulston, Sunderland			
BELLE OF BENIN	I Bark	299	T. Harrison & Co., Liverpool. Lost Aug. 1889, Opobo R.

James Laing, Sunderland			
TORRENS	Comp. Ship	1335	A.L. Elder, London. Scrapped 1910, Genoa.

Mounsey & Foster, Sunderland			
ALASTOR	I Bark	874	R.H. Penney, Shoreham.
1946 BOUNTY	(Floating restaurant, Ramsgate)		Scrapped 1952.
ALPHETA	I Bark	869	R.H. Penney, Shoreham. Missing 1885, Pacific.
ANTARES	I Bark	873	R.H. Penney, Shoreham. Broken up, 1910.
CARBET CASTLE	I Ship	1649	L.H. McIntyre & Co., Liverpool. Lost May 1897.
KINGDOM OF SWEDEN	I Bk	830	Gosman & Smith, London. (See p. 84)
OREGON	I Bark	843	Welch & Rollo, Dundee. Wrecked 18 Dec. 1890.

Osbourne, Graham & Co., Hylton, Sunderland.			
BRITANNIA	I Ship	1400	Hamilton Bros., Liverpool
LINA			C.M. Matzen, Hamburg. Missing Sept. 1899, Santos-Talca.
FIRST LANCASHIRE	I Ship	1405	W.H. Owen, Liverpool.
1900 ENDYMION			Robert Mattson, Mariehamn. Submarined April 1917.
THE FREDERICK	I Bark	836	J.N. Ward & Co., Fleetwood.
1897 BJORNE			Haakon Christensen, Larvik. Wrecked April 1908.
WOOLLAHRA	I Bark	974	Cowlishaw Bros., Sydney. Wrecked July 1907, New Zea.

T.R. Oswald & Co., Sunderland.			
BANN	I Ship	1719	J. Nourse, London.
1903 HILDEGARD			O.D. Ahlers, Bremen. Hulked Port of Spain 1912.
BEECROFT	I Ship	1626	Hargrove, Ferguson & Jackson, Liverpool. Scrapped 1913.
BOWDON	I Ship	1624	Hargrove, Ferguson & Jackson, Liverpool. Wrecked 1893.
CHAMPION	I Ship	1487	H.Fernie & Sons, Liverpool. Wrecked 20 Dec. 1903.
HOSPODAR	I Ship	1625	Hargrove, Ferguson & Jackson, Liverpool.
1901 CAVALIERE MICHELE RUSSO	Flli. Russo fu M., Castellamare.		Wrecked Sept. 1902.
PHILOMENE	I Ship	1465	H. Fernie & Sons, Liverpool.
1906 SAN ANTONIO			P. Molina, Barcelona. Wrecked Sept. 1909, Habana.
SIERRA MORENA	I Ship	1423	Thompson, Anderson & Co., Liverpool.
1897 MARY AUGUSTA			C.M. Boden, Nordmaling. Lost French coast, 1898/9.

William Pickersgill, Sunderland.			
AJEECA	W Bktn	317	A. & A.W. Suter, London
CATHERINE GRIFFITH	W Bktn	337	G. Griffith, London.
GUIDING STAR	W Bark	322	W. Dodd, Liverpool.

W. Richardson, Sunderland			
CARLOTTA	W bark	584	Beckwith & Co., Newcastle. Wrecked 5 Jan. 1900.
ELLEN HOLT	W Bktn	321	Lancashire Shipping Co. (Lim.), Liverpool.
1896 ELISABETH			Chr. Simoni, Aalborg. Sunk in collision Sept. 1896.

W. Richardson, Sunderland (continued).

RUTH TOPPING	W Bktn	332	Lancashire Shipping Co.(Lim.), Liverpool.
1892 RUTH WALDRON			Spearing & Waldron, London.
1897 JASPER			J. Walsh & Co., Wexford.
1907 ITALA			G.Bertomino fu A., Genoa
1908 CATERINA BARBARO			Guglielmo & Barbaro, Palermo. Broken up 1936/37.

Short Brothers, Pallion, Sunderland

HESPERIDES	I Ship	1401	J. Patton, Jr. & Co., London.
1904 SAMUEL HANSEN			Henr. Hansen, Lillesand. Wrecked 31 Dec. 1908.
W. H. WATSON	I Bark	533	W.H. Watson & Son, Sunderland.
1889 LOTTIE			N.N. Harbye, Nordby Fanø. 18 Feb. 1896 lost, Altata, Mex.

Richard Thompson, Sunderland.

FYLDE	W Bktn	379	Fylde Shipping Co.(Lim.), Fleetwood.
WAITEMATA			D.B.Cruickshank, Auckland. Sunk in collision 1898.
SPINAWAY	W Bark	346	J. & W. Bateman, Fremantle. Wrecked June 1900.
ZULU CHIEF	W Bark	405	J.Thomson & Co., London. Foundered 25 Nov. 1886.

Robert Thompson Jr., Southwick, Sunderland.

ETHEL	I Bark	515	J.Russell, Cork.
1895 ALMA			A.Meling, Stavanger. Wrecked Malden I., 1 Feb. 1906.
SINDBAD	I Bark	639	Swansea Shipping Co., Swansea.
1901 MELEDA M.			E.Moglia fu P., Genoa
1910 MELORIA			Fili.Bozano, Genoa.
1915 PALMERINO			P.Loffredo, Torre del Greco. Broken up July 1934.

William Gray &amp; Co., West Hartlepool.

GEORGINA	I Bark	660	J. Bowen, Swansea. Wrecked 21 Aug. 1889, English Bnk.
JESSIE	I Bark	647	J. Bowen, Swansea.
KATE HELENA	I Bark	665	J. Bowen, Swansea. Abandoned 7 Nov. 1879.
WILLIAM BOWEN	I Bktn	379	Wm.Bowen, Llanelli. Missing August 1880.

Richardson, Duck &amp; Co., South Stockton-on-Tees

ABERAMAN	I Ship	1126	E.H.Capper & Co., Cardiff. Missing 1883.
ABERCARNE	I Ship	1121	E.H.Capper & Co., Cardiff.
1896 OCEANO			Glama & Puls, Oporto.
ALDBOROUGH	I Ship	1472	British & Eastern Shipping Co.Lim., Liverpool.
ANNIE ELMER			N.Sichirich, Orebek, Austria. Dismantled 1907.
SIERRA MADRONA	I Ship	1484	Thompson, Anderson & Co., Liverpool. Missing 1894.

Raylton Dixon &amp; Co., Middlesbrough-on-Tees

LANGLAND	I Bark	670	W.H.Tucker, Swansea.
1901 MARIA MADRE			Fili. Balestrino, Genoa
1943 CLARA Y (motor vessel)			Naviera Olimar SA, Montevideo. Wrecked June 1957.

Humphrey &amp; Pearson, Hull.

NORTH WALES	I Ship	1157	Hugh Roberts, London. Lost 16 Jan. 1881.
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H. Fellows & Son, Southtown, Great Yarmouth			
PONDA CHIEF	W Bark	413	Jas.Thompson & Co., London. Wrecked 3 March 1878.

R. &amp; H. Green, Blackwall, London.

MELBOURNE	I Ship	1965	builders
1888 MACQUARIE			Devitt & Moore, London.
1904 FORTUNA			Johan Bryde, Sandefjord. Hulk 1909, Sydney; scrpd. '53.

Salisbury, London.

SINQUASI	W Bark	447	Bullard, King & Co., London.
1889 DUQUESNE			E.Mousquet, Dieppe. Broken up, 1909.

GRATITUDE Dyason, Whitstable  
W Bktn 323 F.W. Fairbrass, Rochester.

HEBE J. & W.B. Harvey, Clymping, Littlehampton.  
W Bktn 243 Bisson & Co., Falmouth. Hulked 1925.

LIONESS W Bark 524 G. & J. Robinson, Littlehampton.

CHITTOOR Philip & Son, Dartmouth.  
W Bktn 227 W.H. Punchard & Co., Dartmouth. Hulked c.1908, N.Z.

RIPPLE W Sch 172 J. Putt & Co., Brixham.

ESPERANCA F.Rodrigues & Co., Lisbon

SENHORA DA CONCEICAO Funchal

ARGOSY W. Date, Kingsbridge, Devon.  
W Bktn 279 Friend & Co., Salcombe. Lost Dec.1880, Brazil Coast.

SUMMER MORN Marshall, Plymouth  
W Bktn 319 Marshall & Short, Plymouth.

TAMETOMO MARU Ukai Gonzoyemon, Osaka

THAMES W Sch 177 South Devon Shipping Co., Plymouth.

ADA PEARD S. Moss, Par, Cornwall  
W Bktn 256 N.Hocken, Fowey. Abandoned at sea 10 Dec.1918.

SEA BIRD H.S.Trethowan's Little Falmouth Dockyard, Falmouth.  
W Sch 123 H.S.Trethowan, London.

SOTERIA W Bark 622 Balkwill & Co., Salcombe. Abandoned 30 May 1888.

OCEAN RANGER A. Cook, Appledore.  
W Bktn 281 J.H.Hocken, Fowey. Hulked 1901.

MAY CORY John Johnson, Bideford, Devon.  
W Bktn 174 J.S.James, Plymouth.

RHODA W Bark 265 John Johnson & Co., Salcombe.

BLANCHE W. Westacott, Barnstaple  
W 3mSch 213 Preston Shipping Co., Preston

FANNY W Bktn 218 Preston Shipping Co., Preston. Foundered Feb.1916.

LORD TREDEGAR W Bktn 268 T.R.Rees & Co., Newport. Wrecked 10 March 1887.

MARGARET ANNIE W Sch 99 Vine & Co., Bideford. Missing, 1876 or 1877.

R. H. JONES Pembroke Dock Cooperative SB Co., Pembroke  
W Bark 774 Jones Bros.& Co., Newport.

LADY PRYSE I. Evans, Aberystwith  
W Bktn 300 T.Jones & Co., Aberystwith. Stranded 6 Nov.1880.

W. W. LLOYD Ebenezer Roberts, Portmadoc  
W Brig 261 Lloyd & Co., Portmadoc. Lost 1900, W.Indies.

CROSS HILL Bowdler, Chaffer & Co., Seacombe, Liverpool  
I Ship 1069 Hayton & Simpson, Liverpool. Missing 1885.

WILD WAVE Croft, Liverpool.  
W Bark 251 Fisher & Facey, Hobart Town. Wrecked June 1923.

(to be continued)

## ADDENDA TO PAGE 82:

GEORGE WATSON became JOSEPHINE of Oporto and foundered in November 1915.

KINGDOM OF SWEDEN was renamed INDEPENDANT in 1892 by G.Sautereau, Havre, and TERESINELLA in 1901 by G.Esposito, Castellamare; she was wrecked 11 Feb.1911.